



Chairman's Thoughts

So much is happening within the Society at present that it is difficult to know where to start. The Container has been completely fitted out with racking, and most of the items that were stored in the Engine Shed have been moved to their new home.

The Engine Shed is being cleared in preparation for the insulating of the walls and floor, and hopefully, the reinstatement of the side windows, with the ultimate goal of creating a nice Members' area. The Society's magazine library has been temporarily stored whilst Mike White constructs a new cupboard for them. The Engine Shed water softener has been relocated in front of the toilets and permanently plumbed in, there are two taps, one marked "hard water", one marked "soft water". It's as simple as that!

Kevin Hunt has pressure washed the station area and made it look like new, removing all the slippery moss that accumulates over the winter. Thank you to everyone who is working so hard to improve the Society's facilities and create somewhere really nice for Members to enjoy.

All of these improvements cost money, but rest assured we are carefully monitoring our financial situation. The subscriptions that we all pay don't cover all of our fixed expenses, so we rely heavily on our takings at the track to help with the bills and fund all these improvements. Please help all you can this summer, with either running your locomotives or helping on the station.

Best wishes.



Peter Burton

B&DSME Diary Dates

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| 17 th April 2018 | Soldering Course; 7.00 pm. Littledown Miniature Railway.
<i>Silver soldering using the Lubricator for Ellie as the demonstration piece. If you have made the parts for your Lubricator bring them along. Repeat of the 10th April Course.</i> |
| 18 th April 2018 | Monthly Meeting; 7.30 pm. Muscliff Community Centre.
<i>Richard Knott's Annual Video Show.</i> |
| 26 th April 2018 | Project <i>Ellie</i> Meeting; 7.00 for 7.30 pm.
<i>This is a meeting for those interested in building Ellie. Open to all levels of loco building skills, from absolute novice to fully experienced. Wheel Blank Kits and Boiler Kits will be available for those who have pre-ordered them. John Hoyle. Please let John know if you are attending.</i> |
| 3 rd May 2018 | Tech-Chat (Informal Discussion Meeting); 7.00 for 7.30 pm.
<i>Phil Drake. Please let Phil know if you are attending.</i> |

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Project *Ellie* Progress Report

Both John Hoyle and myself have silver soldered our boilers. We are making progress with the gas burner system and have a design for the gas tank. Like the wheel blanks and boilers it is hoped to be able to supply kits of parts.

Most of the material for the boiler kits has now been purchased and awaits cutting up and packaging. A kit will comprise the copper tube for the main boiler shell, two squares of 3mm copper plate for the ends, a length of $\frac{3}{16}$ " dia. copper rod for the longitudinal stay and the $\frac{1}{2}$ " diameter bronze bar for the three bushes and the stay nuts. Also in the kit will be the brass angle to make the boiler mounting supports and enough silver solder to complete the boiler. Kits should be available at the next Project *Ellie* Meeting at an estimated cost of £16.00 per kit - that's if you have pre-ordered them!

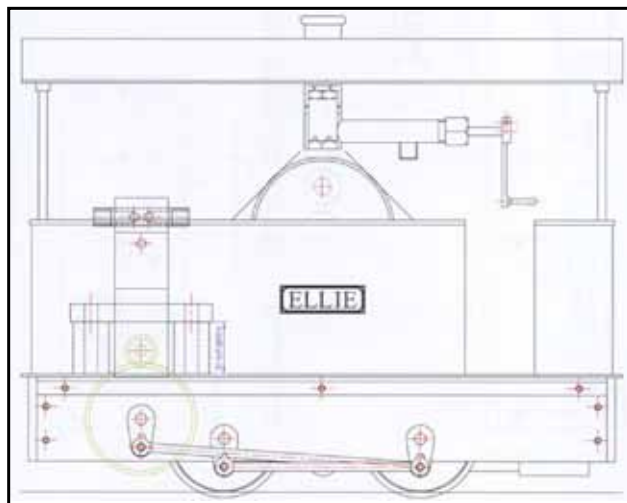
The free cutting steel bar for wheel blanks is now being cut up and packs of four blanks, with machining instructions, will be made available for Members to buy. Like the boiler kits, these will be sold by the Society, to members only, at cost, which is estimated to be £4.00 per kit.

Still no sign of the laser cut brass parts to make the basic frame for the single cylinder oscillating engine as described in the *Ellie* book, so I have made no further progress on the twin cylinder engine!

Just a note on the boiler design. The boiler for Project *Ellie* is based on the original *Ellie* design with a few modifications. The filler bush on one end of the boiler has been revised to have a $\frac{5}{16}$ " x 26 t.p.i. thread. We felt that the original 40 t.p.i. thread would not stand up to a lot of unscrewing to fill the boiler. The barrel is now 60 mm OD and is slightly shorter, but still has about the same volume as the original. The ends are 3mm thick copper plate turned to be a 'tap push fit' in the barrel. A shallow groove is machined round the edge of the plates and small vee notches filled at intervals across the edge to let the silver solder flow into the groove and across to the inside. It is important that the ends are a 'tap push fit' into the barrel and not a sloppy fit. The longitudinal stay is $\frac{3}{16}$ " diameter phosphor bronze rod, threaded 2BA each end.

You can still join Project *Ellie*; if you are interested please contact me.

Dick Ganderton



Editor's Ramblings

The Soldering Courses are well under way and have covered soft soldering of steel parts using the tabbed *Ellie* chassis and this was followed up with a session dealing with electrical soldering. The most recent session covered silver soldering of small parts and two Members managed to successfully assemble their *Ellie* Lubricators.

Boiler testing is presenting us with some serious problems. The under 3 bar litre boilers are dealt with by Gordon and Glyn and the arrangement is for those Members with small locos to have them tested during February and March. Unfortunately, a very large proportion of these Members seem to have ignored this system and haven't bothered to present their engines for testing. The Society's rules are very clear that all steam locos must have a valid boiler certificate to operate at Littledown. This rule will now be rigidly enforced and all Members running on the 16mm NG Garden Railway will be required to show their boiler certificates and also to sign in on the log sheets provided. Note that 16mm Narrow Gauge Association boiler certificates are **not** acceptable, so if you have one of these you will need to get your engine tested under the Southern Fed. system and this will mean that you will need to make an appointment with Glyn.

Dick Ganderton

16mm Up Date

I am now attempting to get you all up to speed on matters 16mm following my absence due to ill health. First, the poor take-up of steam testing during February and March has been taken up by the Society's Committee and their ruling can be found in the Minutes attached to this *Newsletter*.

Second, the Committee has also responded to the insurance requirements. We have been expecting something along these lines for some time, and this will include electric and clockwork locos. I will comment on these matters next month after studying the Committee Minutes myself, but I do not see the signing in as too onerous.

My recent period of ill health, has put an extra burden onto Glyn's shoulders and has brought home the need for an additional 16mm Boiler Tester. We, and the Committee, are looking for a volunteer. Please note that training will be given. The requirements for a Boiler Tester are roughly as follows:

An understanding of how 'under 3 bar litre' boilers and associated pipework are constructed and function.

A sympathetic approach to form completion and bureaucracy.

A common sense attitude to the Testing Procedures.

I am looking forward to meeting up with you all in a few weeks time.

Gordon Miles & Glyn Tandy

Lathe Cabinet Key

This is to update just those Members entitled to use the machine tools in the Workshop.

There has been much discussion as to the best way to secure our machine tools and their accessories. The best and by no means perfect plan so far is to have the relevant keys in a combination lock safe to which only those entitled to use the machines are given the current code. It is in all our interests to prevent casual damage to our machines and loss of accessories so please keep the combination code private.

A combination lock key safe has been installed in the workshop. In it will be the key for the lathe cabinet and a key to allow the mill to be switched on plus as many other keys as are necessary for security of the other cupboards containing accessories. This is work in progress and is to alert you all to what is going on.

Sadly, experience has shown that unless things are locked up in between sessions, items tend to be lost!

You are all encouraged to use the lathe and mill whenever you wish, but please be kind enough to observe the Society's rules relating to its use, including cleaning up afterwards!

Please note that I am by NO MEANS IN CHARGE of the workshop, but being involved in the Lathe Courses I am trying to do what I can to help with security!

The first combination number has been set and those Members on the 'Entitled To Use List will be informed individually when the code is changed. **Please keep the code to yourself and do not tell anyone else.**

John Hoyle



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